

CONVAIR  
A Division of General Dynamics Corporation  
(San Diego)

DESIGN INFORMATION BULLETIN

CONVAIR REPORT No. ZM-22-005

MODEL 22 AIRPLANE

WEIGHT CONTROL

RECEIVED

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ENG'R.  
PRE-DESIGN

NO.: 14.001

PAGE: 1

DATE: 10-3-56

Revised: 11-9-56

Ref. (a) TWA Contract Letter of Agreement No. 12  
Ref. (b) E.D.I. No. 20 - Weight Control Procedure dated 10-18-51  
(c) Delta Contract Letter of Agreement No. 15  
Referenced ~~(a)~~ Letter of Agreements ~~are~~ quoted as follows:

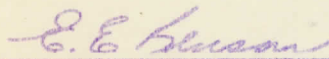
(a & c) are  
"You have stressed the matter of weight saving and weight control in the manufacture of the aircraft. Consistent with the design objectives for the aircraft and Specification Report therefore, Convair agrees to achieve the greatest possible weight savings with the objective of achieving a weight empty below that set forth in the Detail Specification."

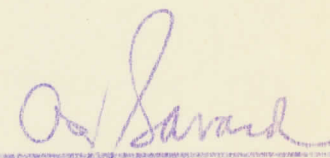
The above quoted letter should be quite clear in its intent. E.D.I. NO. 20, Reference (b), points out very clearly the responsibilities and action to be taken by all groups.

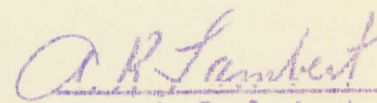
As a result of R.F.C.'s, D.I.B. 1.003 and other major changes made, and additional changes being studied, the design groups bogey weights are being adjusted from the original specification weights.

It is, therefore, requested that all groups review with their Design Weight Engineers, in as complete detail as is consistent with the design status, their respective group revised weight bogeys. The purpose of this review includes bringing to light over-weights due to failures to provide for spec. items. However, the over-all objective will not be achieved unless existing underweights are also disclosed. An important reason for getting the best and most detailed weight breakdown possible at this time is to obtain a firmer airplane C.G.

This review is of the utmost importance for the future of the program and it is requested that it be accomplished by October 15. It should be obvious to all concerned that since the contracts are now signed on presently guaranteed weight empties, the weight bogeys must not exceed these values.

  
E. E. Benson  
Weight Group Engineer

  
J. Savard  
Project Engineer

  
A. R. Lambert  
Chief, Preliminary Design